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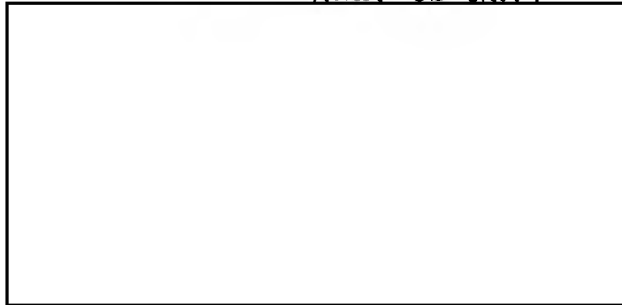
10 October 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Blue Gull V Carrier Exercise

1. On Thursday 9 October 1969, a meeting was held in the OSA Conference Room on Blue Gull V, with the following personnel in attendance:

OSA  
Commander Flanagan, US Navy



2. A general outline of the requirements for aircraft and pilot carrier qualifications was presented to Commander Flanagan. These consisted of the following:

a. Aircraft carrier qualification (one U-2R aircraft):

	<u>Min</u>
Pattern work and two wave off.	
4 touch and go.	
1 trap #1	30
Turn around and refuel	30
Launch and trap #2	5

NAVY review(s) completed.

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R/F	30
Launch and trap #3	5
Deck respot	<u>15</u>
	1+55
Deck handling qualification	<u>4+00</u>
Total aircraft/carrier qualification	5+55

#### Pilot Carrier Qualification

4 touch and go, 2 wave off, 1 trap #1	30
Refuel and respot aircraft	30
Launch and trap #2	5
Refuel and respot	30
Launch and trap #3	5
Refuel and respot	30
Launch and trap #4	5
Refuel and pilot change	<u>30</u>
Total time per pilot	2+45

11 hours for 4 pilots qualified.

Total programmed hours for completion of aircraft and pilot qualifications is approximately 17 hours.

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b. [ ] proposed that the following personnel be deployed for Blue Gull V:

(1) Personnel on board carrier:

<u>Position</u>	<u>Location</u>
Commander	Pri Fly
Ops	Pri Fly
LAC Engineer (2)	Pri Fly
Driver (2)	Observation Area
Driver (1) (May be on beach if two U-2s are deployed.)	Observation Area
LSO	LSO Platform
Mobile	LSO Platform
Navigator (2)	Air Ops (CIC)
COMMO	COMMO Center
Security	Flight Deck
Maint Officer	Flight Deck
Life Support	Flight Deck
Doctor	Flight Deck
LAC Supervisor and crew (9)	Flight Deck
LAC Engineer (2)	Flight Deck
LAC Driver (1) (Fly outbound)	Flight Deck

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POL . Flight Deck

COMM/NAV Flight Deck

Security Hangar Deck

Total - 31

(2) Personnel on beach

Position

Ops/Mobile

Driver

Security (3)

Life Support

COMMO

LAC Supervisor and crew (7)

A/P

POL

COMM/NAV

Doppler

Supply

Total - 19

3. Commander Flanagan was unable to identify the carrier and location, or to make a commitment on the date for this operation. However, the following possibilities were discussed:

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a. Aircraft Carrier Independence. Off the Virginia or Florida Coast, during November and/or December.

b. Beach (or Bingo) Field for on-shore operation with the U-2Rs, 1) McCoy AFB or Cecil Field NAS, Fla; 2) Patuxent River NAS, Md. or Langley AFB, Va.

c. The loading of all support equipment and possibly some support personnel on the carrier prior to departing for sea duty, which could be several days before the actual exercise.

4. Possible problem areas are:

a. Transportation of 31 support personnel from the beach to the carrier. Use of Navy transport C-1 (COD) would require four trips prior to and after completion of the exercise.

b. Securing a total of 17 hours for aircraft and pilot qualifications could result in:

(1) Various combinations of qualification periods over several days.

(2) Reduction in the number of approaches and/or landings for pilot qualifications.

(3) Conduct of portions of U-2R aircraft carrier deck qualifications during other than actual Blue Gull exercise.

5. I informed Commander Flanagan that OSA may be able to assist in funding for fuel used in transporting Blue Gull personnel to and from the carrier; and also in transporting Project Headquarters and Naval personnel during prequalification conferences at Norfolk, Va. and/or Mayport, Fla..

6. Commander Flanagan was very understanding of our unique operation and will attempt to comply with our requests. However, recent budget revisions and Naval approvals could create various obstacles in satisfying our requirements. He will keep us advised of his progress in obtaining the necessary facilities and times for conducting the carrier qualifications.

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